

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claims 1 – 15 (canceled).

Claim 16 (currently amended): A motor vehicle seat, ~~in particular~~ for a rear row of seats of a motor vehicle, which can be adjusted between a sitting position and a functional position, having:

- a seat part (3) that can be adjusted relative to a seat frame (2);
- a back rest (4) foldable relative to the seat part (3);
- a front handle (11) for unlocking a seat longitudinal locking unit (8) of the seat part (3);
- a rear handle (24) that can be operated from position behind the back rest (4), whereby the seat longitudinal locking unit (8) of the seat part (3) can be unlatched, and wherein it can be verified, whether the seat part (3) is in a rear position; and wherein the seat part (3) can be displaced into the specific position after its unlatching; and wherein if the seat part (3) is in the rear position, a rest blocking unit (20) of the back rest (4) can be unlatched characterized in that when the specific position is a rearward position of the seat part (3); the unlatchable blocking of the seat part (3) in the rearward position by means of the rear handle is a rest blocking unit (20) of the back rest (4), and the motor vehicle seat can be displaced from its sitting position into its functional position by means of a movement sequence of the rear handle (24) comprising a plurality of sequential partial movements; and,
- further wherein when the specific position is a rearward position of the seat part (3); the unlockable blocking by means of the rear handle in the rearward position of the seat part (3) is a rest blocking (20) of the back rest (4), and the motor vehicle seat can be shifted from its sitting position into its functional position by means of a movement series consisting of a plurality of sequential partial movements of the rear handle (24); and,

further wherein in a first partial movement, the seat longitudinal locking (8) of the seat part (3) can be unlatched, in the case of a blocking of a subsequent partial movement it can be identified that the seat part (3) is not in the rearward position, ~~if applicable~~, the seat part (3) can be displaced into the rearward position in a subsequent partial movement, and in a subsequent partial movement, the backrest (4) can be unblocked, and further characterized in that by means of the rear handle (24) an adjustment lever (22) can be operated for unlatching the rest blocking (20) and a traction force transmitting device (18) on the adjustment lever (22), a cable (18), for operating an unlatching unit (14, 15, 16, 19) is used for the seat longitudinal locking (8).

Claim 17 (cancelled).

Claim 18 (currently amended): The motor vehicle seat according to Claim ~~[[17]]~~ 16, characterized in that upon pivoting the adjusting lever (22) after an unobstructed lifting an unlatching means (21) for the rest blocking (20) can be operated, ~~in particular~~ by means of a bolt (26) arranged on the adjustment lever (22).

Claim 19 (currently amended): The motor vehicle seat according to Claim ~~[[17]]~~ 16, characterized in that the unlocking means (21) for the rest blocking unit (20), in particular a release lever (21), can be further operated by a user sitting on the motor vehicle seat.

Claim 20 (currently amended): The motor vehicle seat according to one of Claim ~~[[17]]~~ 16, characterized in that the unlocking unit (14, 15, 16, 19) has, for the seat longitudinal locking (8), an overtravel protection device for the overtravel occurring at the time of the partial movement of the rear handle (24) for unlatching of the rest blocking unit (20).

Claim 21 (previously presented): The motor vehicle seat according to Claim 20, characterized in that the overtravel protection device has a lower bracket (14) acting on the locking unit (8) and an upper bracket (15) operating the lower bracket (14) by means of an overtravel spring (19), whereby the upper bracket (15) can be operated both by the traction – transmitting unit (18) and by the front handle (11).

Claim 22 (previously presented): The motor vehicle seat according to Claim 21, characterized in that the lower bracket (14) on the seat part (3) is linked preferably to a bearing block (9) fixed to the seat and the upper bracket (15) is linked in the lower bracket (14).

Claim 23 (previously presented): The motor vehicle seat according to Claim 21, characterized in that the reverse moment created by the overtravel spring (19) between the lower bracket (14) and the upper bracket (15) is greater than that unlocking moment required for the unlatching of the seat longitudinal locking (8).

Claim 24 (currently amended): The motor vehicle seat according to one of Claim [[17]] 16, characterized in that the seat frame (2) has a ~~stop, in particular~~ a stop plate (25), which blocks a pivot movement of the adjustment lever (22) and releases in the rear position.

Claim 25 (currently amended): The motor vehicle according to Claim 16, characterized in that the rear handle (24) is a grip unit that can be rearwardly pulled, ~~for example~~ comprising a loop (24).

Claim 26 (currently amended): The motor vehicle seat according to Claim 25 characterized in that the loop (24) is set around a bolt (23) of the ~~adjusting~~ adjustment lever (22), said bolt sliding or rolling on the stop plate (25).

Claim 27 (previously presented): The motor vehicle seat according to Claim 16, characterized in that the back rest (4) is spring-biased in the functional position.

Claim 28 (previously presented): The motor vehicle according to Claim 16, characterized in that the rest blocking (20) and the seat longitudinal locking (8) are lockable in a functional position, preferably automatically lockable.